INTRODUCTION

Thank you for choosing a Qlink Brand XF200 motorcycle. Our company uses the latest advanced production technology and equipment in the design and development of this type of motorcycles to offer you a reliable performance, novel style and good appearance. Riding a motorcycle is one of the most exciting activities, and also an ideal traffic tool that make you happy. Before operating your motorcycle, read this manual carefully.

This manual outlines the correct methods of repairing and maintaining motorcycles. Compliance with the stipulations and requirements will contribute to the long-lasting and trouble-free operation of your motorcycle. The well-trained and skilled maintenance personnel in the sales agencies and service centers of Qlink are ready to offer the best service.

Important Precautions

Information About the Running-in Operation of Motorcycles

The first 1,000 km of mileage is the most important phase in the whole lifetime of your motorcycle. During this period, correct running-in operation may not only prolong the lifetime, but also make the best of your new motorcycle. The surfaces of the joining components can be polished, resulting in smooth engagement.

Careful and patient running-in operation can facilitate stable riding and best performance of your motorcycle.

Special attention must be paid to operations that cause the engine to be overheated.

Refer to the section on □Running-in of New Motorcycles for details about the running-in operation.

Please carefully read this manual and strictly observe the relevant stipulations and instructions.

Terms such as **Warning, Caution** and **Attention** are used in this manual to indicate important information. Read these parts carefully.

Warning ---- Instructions concerning the safety of a rider. Ignorance of these instructions may lead to traffic accidents.

Caution ---- Instruction relating to the protection of the motorcycle. Ignorance of these instructions or measures may cause damage to your motorcycle.

Attention----Instructions concerning the maintenance of the motorcycle or the explanation of other important information.

Content

Precautions and General Information 1
Location of Components 3
Operation 5
Hints on Use of Fuel and Engine Oil 13
Running-in Operation 14
Inspection Prior to Riding 15
Main Points for Riding 17
Check and Maintenance 21
Measures of Reducing Pollution 37
Troubleshooting 37
Storage Method 41
Parameters List 43
Wiring Diagram 47

Precautions and General Information

Safety Precautions for Riders

It is a great pleasure to ride a motorcycle. For the sake of your safety, please observe the traffic rules and regulations, and five stipulations listed below strictly.

To Wear Safety Helmet

Safely riding a motorcycle starts from the proper wearing of helmet, which is very important for a rider. A high-quality safety helmet is the first protective tool to a rider because most serious accident is the injuring of head. So please put on your safety helmet with appropriate protective glass on riding your motorcycle.

To Get Familiar with the Structure

Your riding skill and knowledge of the machinery structure constitute a basis of safe operation. Make adequate practice at a traffic-free area. Keep in mind that practice makes perfect.

To Know Your Speed Limit

Riding speed varies according to the road conditions, your riding skill and the weather. Awareness of your safety speed limit may help avoid accidents. At any time only ride within your safety speed limit.

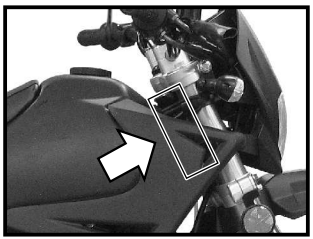
To Wear Suitable Clothes

Loose and outlandish clothes can make you uncomfortable and unsafe. Riding on the road with suitable clothes makes your feet and hands move freely. Gloves, boots and the necessary safety helmet show that you are a qualified rider. For the sake of safety, high quality and fit clothes are recommended.

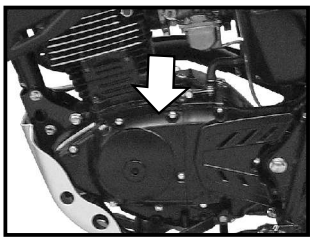
Doubled Attention in Rainy Days

Special caution should be exercised in the riding of your motorcycle in rainy time. Bear in mind that the braking distance in rainy days is twice as that in sunny days. Keep away from covers, paints and greasy dirt on the road to prevent slipping. Never turn sharply during speeding up. Be careful to pass through railways and bridges etc., and keep sufficient distance from the vehicle ahead.

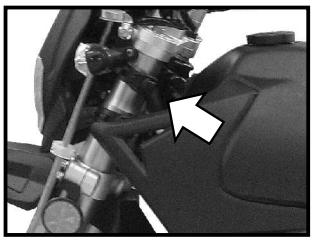
Locations of Numbers



Chassis serial No.



Engine serial No.



Location of metal nameplate

The number of the chassis and engine are required when the motorcycle is registered. In ordering certain components or entrusting special services from Qlink Corporation or authorized dealers, the number will also lend you a hand.

The chassis number is stamped on the vertical pipe of the chassis and the engine number is on the left of the crankcase. The metal nameplate indicating the main technical parameters of this type of motorcycle and manufacturer is embedded in the vertical pipe of the chassis.

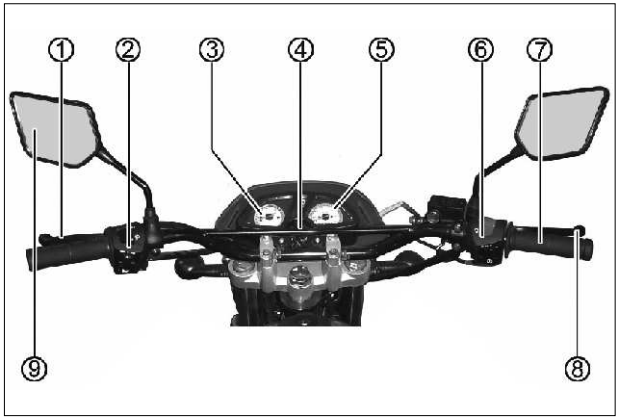
Please write down the serial numbers below for future reference.

Chassis No.
Engine No.

Locations of Components

Instruments on handlebar

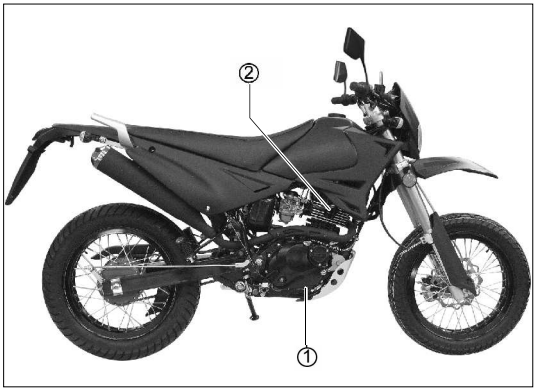
1. Clutch lever
2. Left handlebar switch
3. Tachometer
4. Ignition switch
5. Speedometer
6. Right handlebar switch
7. Throttle grip
8. Front brake lever
9. Rearview mirror



Left Side Fig.

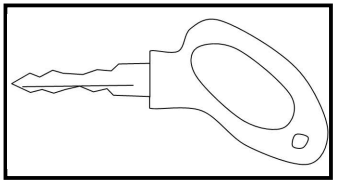
1 Switch of fuel tank
2 Carburetor
3 Gear shift lever
4 Side stand

Right Side Fig.



1. Rear brake pedal
2. Spark plug

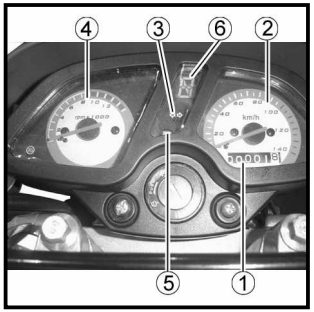
Operation



Ignition Key

Two uniform ignition keys are available, reserve one of them for future use.

Instrument Panel



Odometer

It records the total kilometer accumulated since the motorcycle is used.

Speedometer

It is used to indicate the current speed outer is kph and inner is mph.

Turning Lamp Indicator

Turn to the right, the right side indicator is yellow; when to the left, the left side indicator becomes yellow.

Tachometer

It indicates the running speed of the engine in rpm.

Hi Beam Indicator

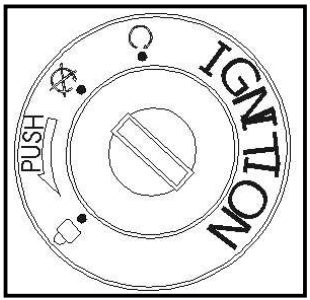
The blue indicator will be lit when the Hi beam headlamp is switched on.

Gearshift Indicator

This indicator will show the current gear where the motorcycle is. There are all 5 speed shift levels. The 5 number indicators will be lit in turn on shifting. However, when the gear shifter is set in the neutral mode, they will extinguish, but only neutral indicator N is lit.

Ignition Switch

The ignition switch has three positions



□ □Position

The whole electrical circuit is disconnected.

□ □Position

The ignition circuit is switched on so that the engine can be started. It is impossible to pull out the ignition key from this position.

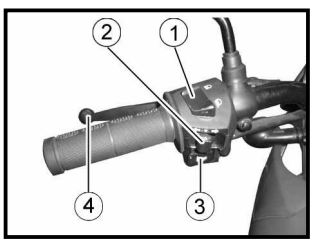
□ □Position

In order to lock the handlebar, turn the bar to the left, then insert the key. Rotate it connter - clockwise to full stop for locking the handlebar.

WARNING

If the handlebar is locked, the motorcycle is never pushed any longer; otherwise you will lose balance.

Left Handlebar Control System



Dimmer Switch

When the switch is set to □ □(high) position, the headlamp will be switched to high beam mode; the high beam indicator on the instrument panel will be lit simultaneously. When the switch is set to □ □(low) position, the headlamp will be switched to low beam mode.

Turning Switch

For turning signal operation, set the switch to ⇦ (left) position, the left turning signal lamp will get lighting; if set to ⇨ (right) position, the right turning lamps will be switched on. After turning, move the switch to middle position; the turning lamp will be turned off.

WARNING

If you want change another lane or to turn to another direction, switch on the turning signal lamp in time. After turning, switch off the turning lamp in time.

Horn Button

Press this button to make the horn sound.

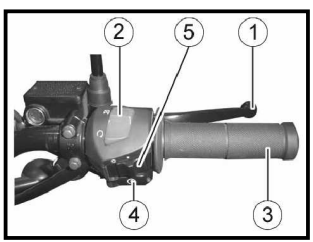
Clutch Lever

Grip this lever to disengage the driving system at the time of starting the engine or shifting the gear. Disengage the clutch by grasping the lever.

Control System of Right Handlebar

Front Brake Lever

The front brake means that the brake lever of the right handlebar is gripped slowly towards the control handle of the throttle. When gripping the brake lever, the tail lamp of the brake will be automatically lit.



Stop Switch of Engine

This switch, located on the top of the control panel of the right handlebar, it is of swinging plate type. Its shaft is placed on the center of the plate. When it is on the □ □position, the engine will start only after the circuit closes up. This is an emergency switch.

If the switch is set on □ □, the starter motor can not start and the starting circuit breaks completely.

Throttle Grip

The grip is used to control the speed of the engine. Turn it anti-clockwise (towards yourself) to speed up, conversely, turn it clockwise to slow down.

Electric start button

Hold both the front brake handle bar and the rear brake handle bar firmly, press the engine starter button so as to start the electric starter and ignite the engine.

Lamp Switch (with Dot version)

□ □Position:

Turn on the meter's lamp.

□ □position:

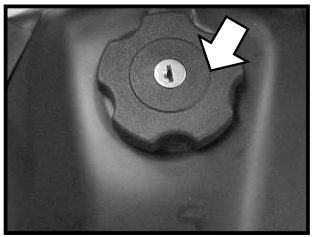
The meter's lamp will get off.

Fuel Tank Cap

To open the cap, insert the ignition key and turn it clockwise. Then the cap can be removed together with the key. To close the cap, align with the arrow and push down the cap and the key on the hole of the tank cap till the locking sound is heard. Finally pull out the key.

(1) Gasoline level

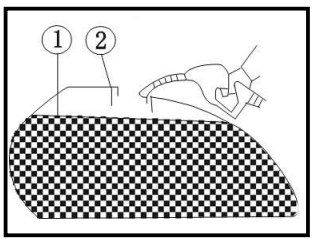
(2) Gasoline inlet



WARNING

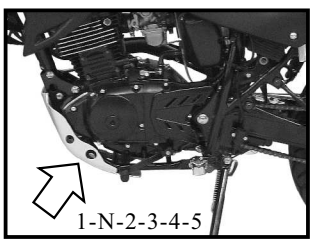
The gasoline tank should not be overfilled. Never spill gasoline on hot engine. Never add the fuel over tank inlet as shown in the Fig. Otherwise expansion of the gasoline owing to higher temperature will cause overflow.

The engine should be stopped during the refilling, and the ignition switch should be turned to OFF. No smoking during the refilling.



Gear Shift Pedal

This model of motorcycle is equipped with a five-shift gear-in transmission system. The working order of the gearshift is as shown in the figure. The lever is connected to the ratchet of the gearshift. It will return automatically to its original position after selection of a certain gear so that it is possible to change to the next gear. With the ratchet mechanism, only one upper or lower gear is engaged each time.

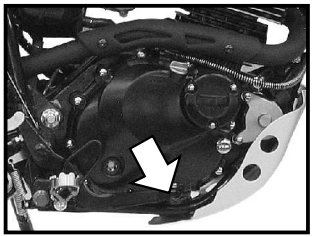


CAUTION

In the neutral gear, the indicator on the instrument panel will be lit. Although the indicator is lit, it is still advised to release the clutch lever slowly, and confirm the transmission system is really in neutral mode. Before you shift to lower gear, you need to slow down the motorcycle. Before the clutch is engaged, the engine speed should be raised at the time of shifting to lower gear. This can avoid unnecessary wearing of the driving system and the rear tire.

Rear Brake Pedal

When stepping on this pedal, the rear brake functions and the brake indicator on the instrument panel will be lit simultaneously.

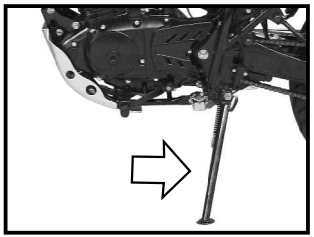


Stands

This motorcycle is equipped with a side stand. To locate the motorcycle on the side stand, put your foot on the end of the stand, then step on downwards physically till the stand moves to the full stop and rest upon the stopper.

CAUTION

When the motorcycle stops on the slope, let its front end toward the high direction of the slope to avoid sliding from the side stand, and also engage the bottom gear to prevent it from sliding.

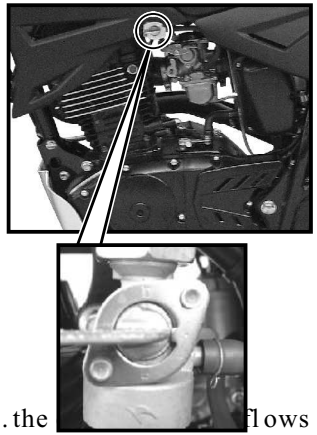


WARNING

Before start, check if the side stand return its normal position, and if there is looseness or unstability on the stands.

Fuel Cock

The motorcycle is equipped with a manual valve with three positions ---- ON, RESERVE and OFF.



ON Position

The lock is usually set to this position. The gasoline can be supplied through this lock to the carburetor each time the throttle grip is turned.

Reserve Position

If the fuel level is too low, turn the tap lever to RESERVE to supply 1.6 L of the fuel from the reserve tank.

OFF Position

Set the tap to after the engine stopped.

CAUTION

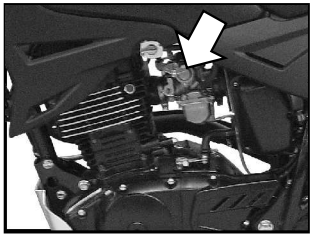
If the tap is set to ON or RESERVE, some problems may occur, i.e. the flows and fuel enters into the engine. This may cause serious damage to the mechanical system when the engine is started.

Note: After the tap is set to , go to the near gas station to get the fuel refilled. Turn the tap to position again after refueling.

Fuel Hose

If the fuel hose is worn out, replace it in time.

Carburetor Choke System



This motorcycle is equipped with the choke system, which makes the starting easier. Push down the choke lever to the lowest position in order to start the engine under the cold state. Once the engine is started, lift up the choke lever to half and let the engine gradually warm up. When the engine acquires the normal working temperature reset the choke lever to original position.

The choke system works only when the throttle is entirely closed. If the throttle grip is turned during the warm ing-up period, the fuel will be supplied to the engine from the throttle system, instead of the choke system.

When the engine is in the state of high temperature, there is no need to use the choke system for starting.

Tools box

The tools box is in the left side of the seat

Hints on the Use of Fuel and Engine Oil

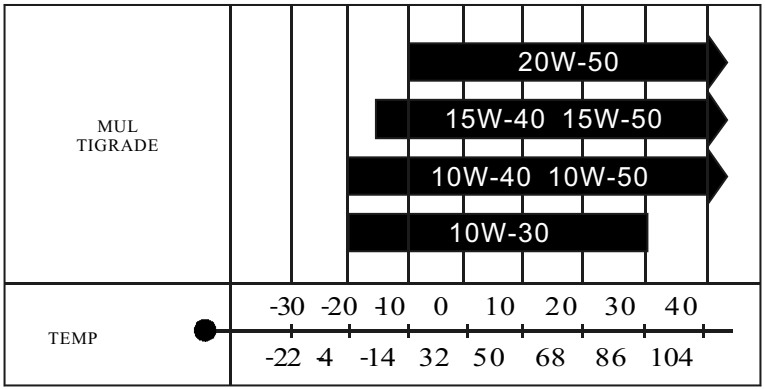
Fuel

Please use lead-free gasoline. If slight explosion sound comes from the engine, the possible cause is to use general fuel as a substitute, thus replace the fuel.

Note: Using lead-free gasoline can prolong the lifetime of the spark plug.

Engine Oil

Use of high quality 4-stroke engine oil would extend the lifetime of the engine. Grade SG or SH engine oil in API method is recommended, whose viscosity is SAE10W-50. If this oil is not available, please purchase appropriate substitutes according to the data listed below.



Running-in Operation

That correct running-in operation is important to prolong the service life and making the best of a new motorcycle. This chapter provides the correct methods of running-in operation.

Maximum Speed

The maximum speed limits for a new motorcycle during the running-in period are shown as below.

First 1,000km	Less than 5,000 rpm
To 2,000km	Less than 7,500 rpm
Over 3,000 km	Less than 10,000 rpm

Vary the Engine Speed

The engine speed should be changed often, instead of being kept steady, so that each component of the engine acquires a "loaded" pressure. When the pressure is "unloaded", the components will be cooled down. Such process contributes to the engagement of the components. In order to ensure a fine fitness, it's important to give a load to each of the component in the trial riding. But mind that the engine must not be overloaded.

Avoid Constant Low Speed

When the engine is running at a constant low speed, the components will be polished well but will not be fitted well. You may engage to different gears to speed up, provided that the above speed limits are not exceeded. However, during the first 2,000 km, never turn the throttle to the maximum position.

Let the Engine Oil Circulate before Riding

After the engine has been started, no matter cold or warm, let the engine run at idle speed for an adequate period of time before adding any load, so that the engine oil can flow to each of the important components.

To Carry Out the First Maintenance

The maintenance after the first 1,000km of mileage is of uttermost importance to your motorcycle. At the time of running-in, all the components of engine are run in, and all the other parts are also engaged. All the necessary adjustments, tightening and replacement of contaminated gear oil should be done in time.

The timely maintenance after the first 1,000km will contribute to a long lifetime and good performances.

CAUTION

The maintenance after the first 1,000km should be carried out in accordance with MAITENANCE SCHEDULE of this manual. Pay special attention to the WARNING and CAUTION in the section.

Inspection Prior To Operation

Before starting to ride your motorcycle each time, check the items listed below. Never underestimate the importance of these checks.

Items to Be Checked	Purposes for Check
Steering	1. Smoothness 2. Flexible Movement 3. No gap or looseness
Lighting	Operate all the lamps --- headlamp, tail lamp, stop lamp, illuminated panel indicator, turning signal lamp.
Engine Oil	The oil level is high or not.
Brake	1. Correct clearances of rear braking pedal, front braking connection rod. 2. No sponge-like dull braking.
Indicator lamps	Indicators of neutral gear
Throttle	1. Correct cable clearance 2. Smooth speeding up and swift slowing down
Tires	1. Calibrate air pressure. 2. Adequate tread depth 3. No fracture or cutting
Horn	Normal performance
Clutch	1. Calibrate clearance of cable 2. Smooth movement
Fuel	Sufficient fuel for the planned kilometer
Driving chain	1. Calibrate tightness. 2. Proper lubrication.

Main Points for Riding

Start the Engine

Check if the throttle switch is set to ON position. Insert the ignition key into the switch and turn clockwise to ON. If the transmission system is currently in neutral mode, the neutral indicator should be lit.

CAUTION

When starting the engine, the gearshift should be in neutral mode and the clutch switched on , and the rider sits on the correct position.

Start the Engine as It is in Cold

1. The ignition switch is set to OFF position.
2. Use the choke system.
3. Step on the starting rod two or three times.
4. Quickly turn the ignition switch to ON. Step on the starting lever to start the engine.

Press the choke lever fully down. The throttle valve is closed. Press the starter button to start the engine. As soon as the engine is started, pull the lever up by half and let the engine warm up sufficiently. Then release the lever. The cooler the weather becomes, the longer the time requires warming up.

Start the Engine as It is Warm

1. The ignition switch is set to ON position.
2. Turn the throttle grip by 1/8 to 1/4 cycle.
3. Step on the starting lever to start the engine, or push the electric starter button down. When starting the engine

as it is warm, the choke system is unnecessary.

WARNING

Never start the engine in an enclosed area with bad ventilation conditions. The component of the tail gas is radically toxic. Never keep the motorcycle running a short while without monitoring.

CAUTION

Never let the engine running for prolonged time in stationary condition. Otherwise the engine may get overheated and the engine assemblies may be damaged.

Set Out

While gripping the clutch lever and then waiting a moment, press the gear lever to engage the bottom gear. Twist the throttle grip counterclockwise and release the clutch lever slowly and gradually. When the clutch is engaged, the motorcycle will set out.

To shift to a higher gear, first slow down gradually, then release the throttle and grip the clutch lever. Move the lever to the next higher gear and release the clutch lever. Then twist the throttle grip slightly. Repeat this procedure and you will be able to shift to the top gear.

Use of Gearshift

The gearshift is capable of making the engine smooth running within a normal range of operation. The transmission ratio is carefully designed to be compliance with the characteristic of the engine. The rider should select the most

suitable gear under general condition. Never slide the clutch for the purpose of controlling the speed. Shift to lower gears as necessary to get the engine working at normal speed.

CAUTION

The engine rotary speed at any gear should not exceed the red area of the tachometer.

Riding on a Slope

When the motorcycle runs upwards on a steep slope, it will slow down and demonstrates a lack of power. Now shift to a lower gear so that the engine resumes normal operation. The action of gear shifting should be performed swiftly; otherwise the motorcycle will lose the forward-rushing force.

When the motorcycle runs downwards along a slope, shift to lower gears so that the motorcycle can be braked easily.

Bear in mind that the speed should not be too high in downward riding.

WARNING

If this is the first time for you to ride this type of motorcycle, make sufficient practice at a traffic-free area till you fully get familiar with the operation of the motorcycle.

Before you start and stop the motorcycle, set the side stand to the normal upward position.

Never shift the gear or slow down at the time of turning. Before you start turning, decelerate to a safe speed. Do not change to a lower gear during turning.

It is extremely dangerous to ride your motorcycle with a single hand. Hold the handlebars firmly with both hands.

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Rest your feet on the footrests. Never let both hands leave the handlebars at the same time.
Because the tire friction becomes low on wet and smooth surface, the braking and turning abilities decrease naturally. Slow down your motorcycle in such case.
Observe the traffic marks and regulations and control speeds.

Application of the Brake and Stop
Release the throttle grip clockwise to close the throttle completely.
Apply both the front and rear brakes evenly.
Decrease the speed by shifting the gear.
Before the motorcycle stops, grip the clutch lever and shift to the neutral gear so as to stop. Observe the neutral indicator to confirm the neutral gear.

WARNING
As the speed is high, the braking distance will be longer accordingly. Correctly judge the distance from the vehicles ahead. The distance should be at least enough for you to brake the motorcycle.
Less-experienced rider tends to use the rear brake only. It will speed up the wearing of the rear brake and make the braking distance longer.
To use the front or rear brake only may cause loss of control and slippery, and therefore is dangerous. Care should be taken when riding on a wet or slippery road and at a curving road. In such cases, use the brakes gently. Hurried braking on a slippery or uneven road is especially dangerous.

If the motorcycle must be supported with the side stand on a gentle slope, the bottom gear should be engaged in order to prevent unexpected sliding from the stand. Return to the neutral gear prior to starting the engine.
Turn the ignition switch to OFF to stop the engine.
Remove the key from the switch.
Lock the steering lock for safety.

Check and Maintenance

The following table gives the schedule of check and maintenance according to the intervals based on odometer reading or the number of used months. At the end of each interval, the required check, inspection, lubrication and other service should be carried out. If your motorcycle has been used under bad conditions, for example, continuously running with large throttle in a windy or dusty environment, necessary maintenance should be done each time after operation in order to guarantee its reliability. Our authorized dealers can provide further maintenance instructions. The steering assembly, shock absorbing system and the wheel system require the special and careful maintenance, for they are the key components of the motorcycle. For the sake of safety, it is advised that these components be serviced by qualified workers.

WARNING

The maintenance after the running-in period must be carried out as soon as the odometer reading reaches to 1,000 km. Timely maintenance contributes to the safety and reliability. Carry out the regular maintenance thoroughly according to the instructions of this manual.

CAUTION

It may be necessary to replace one or more parts during the regular maintenance. It is recommended that you use genuine Qlink brand parts or their equivalents. Experienced or not, you'd better to entrust the designated dealers or qualified technician to maintain the items marked with a □* □. The others may be maintained by yourself under the instructions of this Manual.

Maintenance Schedule.

Intervals: Based on the reading of odometer or No. of months	Km	1,000	5,000	10,000
	Months	6	12	24
* Battery (specific gravity of electrolyte)		I	I	I
Carburetor		I	I	I
Spark plug		I	C	R
Gasoline filter		C	C	R
Clutch		I	I	I
* Air filter		—	R	R
* Fuel hose		I	I	I
* Chassis bolts and nuts		I	I	I
Crankshaft driving chain		I	I	I

Intervals: Based on the reading of odometer or No. of months	Km	1,000	5,000	10,000
	Months	6	12	24
* Brakes		I	I	I
* Front fork		—	I	I
Tires		I	I	I
Driving chain		I	I	I
		Clean and lubricate once every 1,000 km		
* Steering assembly		I	I	I
Rear shock absorber		—	I	I
* Cylinder nuts and exhausting pipe bolts		T	T	T
Engine oil		500Km□2	Replace once evey 1000Km	
oil filter by paper		500Km□2	Replace once evey 2000Km	
oil filter by steel net		C	—	C

Lubrication Schedule

Items \ Intervals	First 5,000 km or 6 months	Every 1,000 km or 12 months
Throttle cable	Machine oil	—
Clutch cable	Machine oil	—
Driving chain	Apply oil every 1,000 km	
* Brake cam shaft	—	Grease
Throttle control handlebar	—	Grease
Brake cable	Machine oil	—
Speedmeter gearbox and wheel bearing	—	Grease
Brake pedal	Grease or machine oil	—
* Steering bearing	Apply grease every 2 years or 20,000 km	

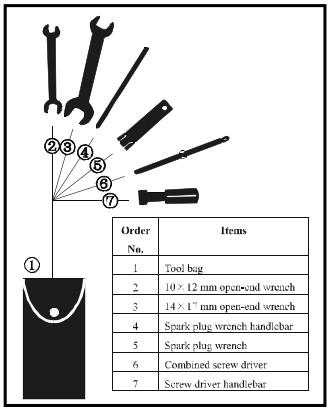
Special note

To secure your ride please conduct termly check and tightening of spoke according to the following sheet at local distributor or professional maintenance shop.

Item	mileage Km					
	500	1500	3000	5000	8000	Every 3000 hereafter
Check						
tighten / change						
Note: If spoke cap or spoke is worn, it must be changed immediately.						

Tools

A tool kit placed in the small bag on the left lower side of the chassis is available to your regular maintenance, which include the tools listed below.

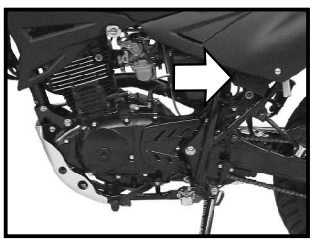


Order No.	Items
1	Tool bag
2	10×12 mm open-end wrench
3	14×17 mm open-end wrench
4	Spark plug wrench handlebar
5	Spark plug wrench
6	Combined screw driver
7	Screw driver handlebar

Battery

WARNING

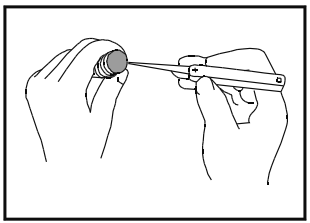
This vehicle used sealed rechargeable battery.

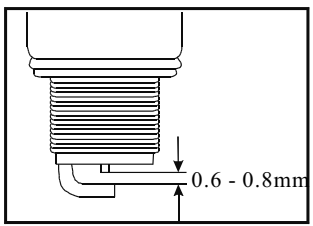


When using, you should notice to charge to prolong its service life.

Note: For the first 1,000 km and every 3,000 km, entrust the authorized dealers to check the electrolyte gravity of the battery with a gravity gauge. The battery operating condition can be judged according to the gravity.

Spark Plug





After the first 1,000 km or every 5,000 km, clean the carbon deposit attached to the spark plug with a small metal brush or cleaner. Readjust the spark plug gap with a gap gauge so as to keep it between 0.6 and 0.8 mm. Replace the plug with a new one after every 10,000 km.

While cleaning the carbon deposit, observe the color of the porcelain tip. The color can tell you if the standard spark plug apply to your motorcycle. In case of being wet or black in color, it is more suitable to use high-pressure hot type of spark plug. The normally worked spark plug usually is light gray or light brown. If the spark plug is white or seem flashing, it shows that the spark plug works under the overheat condition. In such case, change the spark plug with a cold type one.

CAUTION

The standard spark plug available to this type of motorcycle is carefully chosen to suit most of the working scope. If the color of spark plug is different from the standard one, consult with dealers before changing other types of spark plugs of different heat-resisting range. Improper spark plug will lead to serious damage to the engine. Choosing improper spark plugs can make operation very difficult. So contact with your dealer before using other kinds of spark plugs.

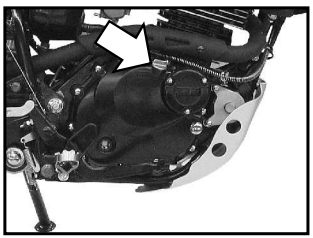
Engine oil

Engine's durability depends on the quality of oil used and regular renewal. The two most important maintenance tasks are the daily oil level checking and the regular oil change.

Oil level checking

Precaution:

The gauge of machine oil view the oil level. Never start the engine with a low oil level. Never refill oil over the upper limit of the view glass.



Oil change and oil filter replacement.

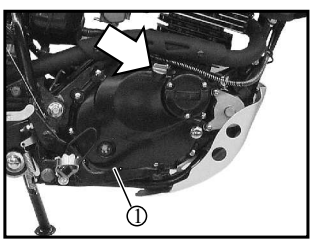
Change transmission oil after the twice each 500km before 1,000km and every 1000 km thereafter. Carry out oil change with a warm engine, so as to empty the old oil thoroughly, as follows:

1. Park the vehicle on its side stand.
2. Remove refilling cap.
3. Remove drain plug on engine bottom and empty the oil.
4. Retighten drain plug. Fill about 950 ml of fresh engine oil into the refilling port under filter cap. Retighten the cap.

Note: In case of changing oil without replacing element, it needs 850 ml of fresh engine oil.

5. Start engine and run it at idle speed for a few seconds.
6. Stop the engine and wait for one minute. Check oil level at the gauge of machine oil

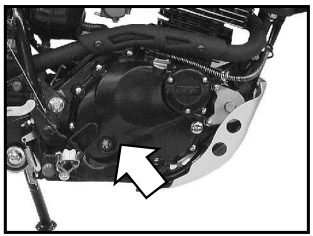
The oil level shoud be at □F□(Full) mark. If it is lower than the □F□mark, refill it up.



1 drain plug

Precaution:

Please always use the engine oil recommended in □Instructions on fuel and engine oil□.



Brake

Check brakes after the first 1000 km and every 3000 km thereafter.

The vehicle uses disc bake in front wheel and drum brake in rear wheel. Correct brake operation is critical to safe driving. Always you must have the regular brake check executed by qualified distributors.

Warning:

Brakes are the parts related to personal safety. Always keep it in good adjustment. Front brake Brake fluid.

WARNING

Brake fluid is harmful for drinking or contacting to eyes and skin. In case of drinking by mistake, vomit it out by force. In case of contacting eyes and skin, wash with plenty of clean water before going to hospital.

Precaution:

The vehicle uses ethanol hydraulic fluid for brakes. No silicate or petrol products shoud be mixed with it. Otherwise, the braking system may be damaged. Never use any fluid left in the last maintenance, because it may absorb moisture in the air. Always use SAE J1703 brake fluid. Never splash brake fluid onto painted or plastic surfaces, or corrosion may occur.

Check frequently the level of brake fluid tank. Replenish with recommended fluid. The level may get lower along with the wearing of brake lining. Brake fluid replenishing is an important item in regular maintenance.

Brake lining

Check the front brake lining to see if it is worn to the limit mark. If it reaches the mark, replace brake lining.

WARNING

If brake system or brake lining need maintenance, it is advisable to have the job done by your distributor. He has the special tools and skills to fulfill it in the safest and most economical manner.

Precaution:

Disc braking system involves high pressure. For the sake of safety, replace the hydraulic pipes and fluid at the interval stipulated in the maintenance schedule.

Items for daily check of braking system:

1. Check for any leakage in front braking system.
2. Check for any leakage or crack in hydraulic pipes.
3. Check brake grip and brake pedal and keep them with proper spring-up force.
4. Check the wearing conditions of front brake.

WARNING

Do not drive the vehicle immediately after brake lining replacement. Apply brake for several times to make the brake lining extended, restore the spring force and bring the brake fluid into circulation.

Front brake lamp switch

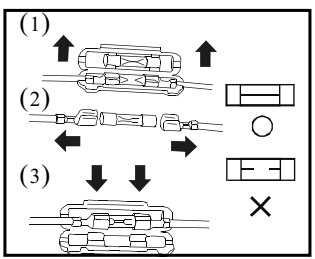
Front brake lamp switch is under the brake grip. Loosen the screw and move the switch unit the lamp can be.
lit just before the grip is firmly pressed.

Muffler Pipe

The muffler of the motorcycle ridden for a long time is at a high temperature, so do not touch it in order to protect you from scald.

Fuse

The fuse box is installed in the cover of left chassis. If some troubles occur in an electric system, the fuse must be checked. If the fuse is burned out, the standby one (15 A) in the fuse box will be replaced.



CAUTION

Use the fuse with designated amperes on replacement of a new. Never substitute for the burned fuse with aluminum foil, copper wire, etc. If the new fuses are burned out in a short time frequently, this shows there is the possibility of more serious electrical trouble. Contact the dealer immediately for repairing.

Rear Brake

The play can be adjusted to 2030 mm by screwing in or screwing out the adjusting nut of brake steel cable.

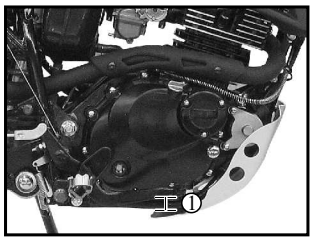
Wearing Limit of the Brake Liner band

The wearing limit marks are impressed on both front and rear brakes.

Check if the braking system is properly adjusted.

Check if the mark extension line is within the allowed limit.

If the extension line exceeds the limit, entrust the dealer to have the brake assembly replaced for the safe purpose.



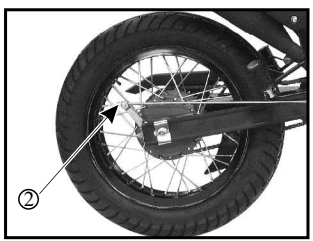
1 stroke

Rear Brake Lamp Switch

This switch is mounted at the right chassis. To adjust it up and down can make the brake lamp being lit on treading on pedal with a little force.

Replacement of Bulbs

Each bulb's power is shown below. When changing the bad bulb, the one with the same value must be used. Otherwise it may cause overload of the electric circuit system and early damage to the bulbs.

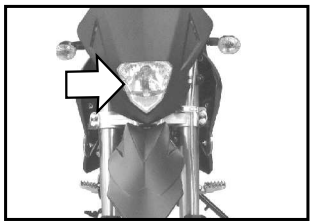


2 adjusting nut

Headlamp	12V	35/35W
Tail/ Stop	12V	21/5W
Turning signal lamp	12V	10W

Headlamp

1. Loosen three screws and pull out the lamp assembly.
2. Disconnect cable connector, put off rubber and put out bulb.
3. Install a new bulb and replace the assembly.

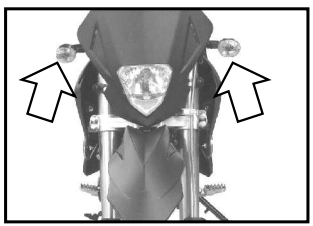


Precaution:

The lamp assembly is of reflection type. Do not touch the reflection lens in bulb replacement to avoid reducing its service life.

Turning signal lamp

1. Remove two screws and take off the lamp lens.
2. Press the bulb and turn it leftward to take it out.
3. To install a new bulb, press it down and turn it rightward.

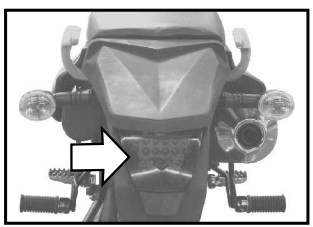


Precaution:

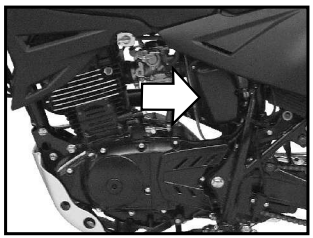
After installing the lamp lens, be careful not to over tighten the screws to avoid damaging the lamp lens.

Tail/Brake Lamp

1. Remove the lamp cover by loosening the two screws.
2. Screw out the bulb by pressing and turning it to the left.
3. Renew a bulb.



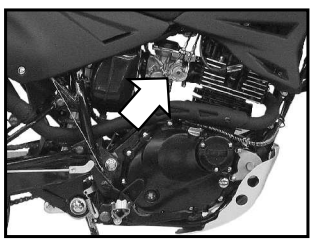
Air Filter



If dust clogs the air filter element, intake resistance increases as the output power decreases. The increase of gasoline content in the mixing gas leads to the increasing of fuel consumption. To avoid this, replace the air filter element as the following steps after riding for every 5,000 km.

1. Remove the right chassis cover with the key.
2. Loosen the fixing screws and remove the air filter cover.
3. Withdraw the bright plastic flake and outer frame.
4. Separate the foam plastic from the outer frame.

Carburetor



The stability of carburetor contributes to the performance of the engine. The carburetor has been adjusted to the best state before leaving the factory. Please do not attempt to make unnecessary adjustment. The carburetor has two adjustment items that are throttle cable clearance and idle speed. The new motorcycle should be adjusted according to the following method after running for 1,000 km or every 3,000 km.

Adjustment of the Carburetor's Idle Speed (rpm)

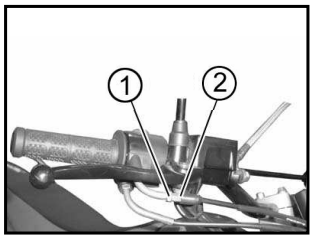
Start the engine and warm it up.

After warming the engine up, screw in and out the adjusting screws for idle speed and let the engine run at 1,250 - 1,450 rpm.

Note: If there is a tachometer, make adjustments as the stated above.

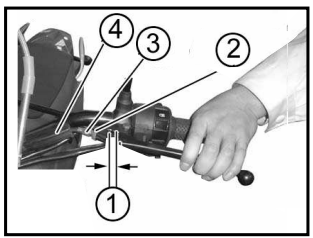
CAUTION

The idle speed should be adjusted with the engine fully warmed up.



Adjustment of the Throttle Cable

1. Loosen the locking nut.
2. Turn the adjuster so that the cable clearance is kept within a range of 0.5 - 1.0 mm.
3. Tighten the locking nut after adjusting of the clearance.



CAUTION

After the adjustment of cable, check the grip to see if it can be turned normally. The idle speed should not be increased due to this adjustment. The throttle grip should be able to turn freely.

Adjustment of the Clutch

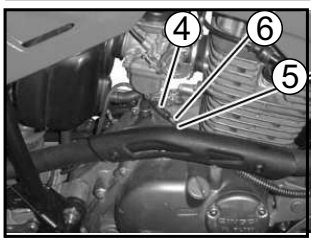
Before the clutch is released, the cable clearance measured from the lever of clutch should be 4 mm. If the clearance fails to meet this requirement, make an adjustment as the following method.

Loosen the locking nut of clutch's cable adjuster.

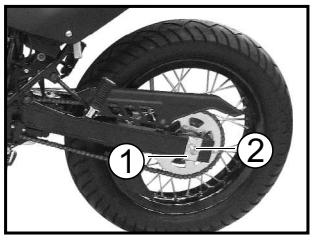
Turn the adjuster and allow it to the required clearance (4mm).

Tighten the locking nut.

During this time, lubricate the cable with machine oil.



Adjustment of the Driving Chain



(1)Scale (2) Lock nut

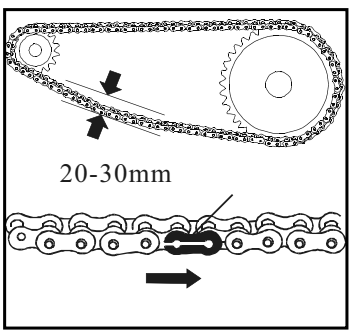
After running for every 1,000 km, adjust the tightness of driving chain so that the movable distance between the two chain sprockets is kept within 25 - 35mm.

1. Support the motorcycle with the side stand.
2. Loosen the nut of rear wheel shaft.
3. Screw out the locking nut.
4. The chain can be adjusted by turning the adjusting bolt clockwise and counterclockwise.

Note: When a new chain is replaced, the two chain sprockets must be checked. If necessary, make replacement.

CAUTION

The opening end of chain joint should be installed in reverse to the turning direction.



(1) Joint clip. (2) Rotating direction.

The dust and dirt on the driving chain will increase the wearing of the chain itself and chain sprockets. Therefore, clean the driving chain with cleaning detergent and then lubricate it using special lubricant or motor oil after riding for every 1,000 km.

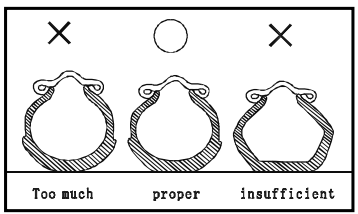
Tire

After the first 1,000 km and every 3,000 km, check the air pressure and tire tread. For the sake of safety and

longer service time, the air pressure of tire should be often checked.

Air Pressure of Tires

If the air pressure of tires is not sufficient, it not only speeds up the wearing of tire, but also extreme ly affect the stability of motorcycle. Insufficient air pressure makes the motorcycle difficult to turn. But excessive air pressure may decrease the contact area between the tire and ground and lead to the slipping of motorcycle and even losing of control. The air pressure should be always kept with the specified limit. Adjust the air pressure as the tire is cold.



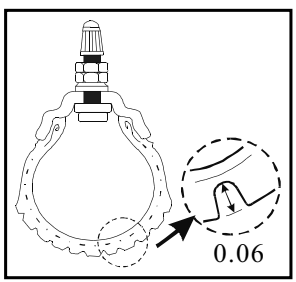
Air pressure of tires:

Front tire: 225 kpa.

Rear tire: 225 kpa.

Outer Tire Tread

Riding on the motorcycle with its tire excessively worn will decrease the stability of operation, and may be out of control accordingly. When the depth of outer tire tread is reduced to 1.6 mm (0.06 inch) or less than this value, replacement of outer tire is recommended.



WARNING

It is very important for the air pressure of tires to keep the normal performance and safety of motorcycle. Therefore, often check the wearing state and air pressure of tires.

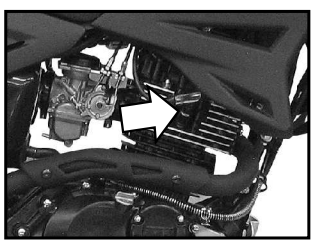
WARNING
Replace the air filter only, don't went to clean or wash it .
That will have some particle and damage with your engine .

Troubleshooting

If it is not able to start the engine, check the following items to find the cause.

1. Check if the fuel in the tank is sufficient.
2. Check if the fuel flows to the carburetor through the tap.
3. Disconnect the fuel hose from the carburetor, turn the tap to ON position, and check if gasoline flows out of the hose.
4. Make sure the fuel has flown to the carburetor, then proceed to check the ignition system.

WARNING
When checking the fuel system, do it at a spacious area with no smoking.



1. Dismount the spark plug and reconnect it to the play cap.
2. Set the ignition switch to ON position, allow the ignition close to the engine and start the engine . If the ignition system works normally, there is blue spark jumping through the spark plug gap. If no spark appear, contact with the dealer to have it repaired.

WARNING

Keep the spark plug away from the opening plug hole on the cylinder head, because the spark may ignite the gasoline steam in the cylinder, causing fire.

Stop of the Engine

1. Check the fuel in the tank.
2. Check the interval spark of the ignition system.
3. Check if the idle speed of the engine is normal.

Note:

It's better to contact with the dealer before you make any repairs. If the warranty period has not expired, you must get the explicit permission of your dealer before you try to repair by yourself. Otherwise your operation may void the warranty.

Troubleshooting Table of the Engine

Failures			Causes	Troubleshooting
The engine can't start or stop suddenly	No fuel in the carburetor		1. No fuel in the tank. 2. The tank tap is not open. 3. The tank tap is clogged. 4. The needle-valve in the float chamber is blocked. 5. The main jet hole is clogged.	1. Fill fuel. 2. Open the tap. 3. Clean the oil tank and tap. 4. Dismantle the carburetor and clean it. 5. Dismantle the carburetor and clean it.
	The carburetor has oil	High-voltage line has normal spark, but the spark plug does not.	1. There is oil dirt in the spark plug. 2. The magnetic core or electrode is broken. 3. The electrode of spark plug has carbon deposit. 4. The clearance of spark plug is not proper.	1.Dismount and dry it. 2.Replace the spark plug. 3.Clear carbon deposit. 4. Adjust the clearance.
		The spark plug has a normal spark. But the cylinder doesn't compress properly.	1. The pad of cylinder cover has leakage. 2. The spark plug is loose. 3. The piston ring is in the improper position. 4. The piston and ring are excessively worn out or the ring is broken. 5. The cylinder is seriously worn. 6. The intake pipe leaks. 7. The oil seal of crankshaft is damage	1. Tighten the screw or replace the pad. 2. Tighten the plug. 3. Clear the ring and the carbon deposit around it. 4. Replace the piston and its ring. 5. Replace the cylinder body. 6. Tighten or replace the rubber ring. 7. Replace the oil seal.

Troubleshooting Table of the Engine

Failures		Causes	Troubleshooting
The engine does not run normally	The engine has abnormal sound	1. The cylinder and piston are seriously worn out. 2. The needle bearings of the cnnecting rod are seriously worn out. 3. Excessively early ignition. 4. The combustion chamber has too much carbon deposit. 5. The spark plug overheats.	1. Replace the cylinder body and piston. 2. Replace the bearings and parts. 3. Regulate the ignition time. 4. Clear the carbon deposits in the cylinder head. 5. Replace the ignition plug.
	The engine doe s not run steadily.	1. There is water or dirt in the carburetor. 2. The oil route is clogged. 3. The crankcase leaks. 4. The joint of the carburetor and engine has leakage. 5. The mixing gas is too thick or too thin.	1. Clean the carburetor. 2. Blow or replace the oil pipe. 3. Replace the oil seal. 4. Tighten the screw. 5. Adjust the carburetor.
	The engine overheats	1. Run for too long time with a lower gear. 2. Overload or run under heavy load for excessive long time. 3. The mixing gas is too thick or too thin. 4. The engine uses improper machine oil or the oil in the gearbox is not sufficient. 5. The clutch is slippery. 6. The chain is too tight. 7. The brake can not be released.	1. Shift gear and control time. 2. Control the load and leave intervals to cool 3. Adjust the carburetor. 4. Replace the proper machine oil and refill the gearbox with oil. 5. Adjust the play or replace the clutch, friction pad and spring. 6. Adjust the tightness. 7. Adjust the clearance of the brake.

Storage Method

If the motorcycle is not used in winter or for quite a long time, the motorcycle should be specially maintained with appropriate materials, tools and skill.

Motorcycle

If you will not ride your motorcycle for a long time, clean the whole motorcycle, support it on the side stand and place it on a solid and flat ground to avoid weltering before storage. Then turn the motorcycle handlebar to the left and lock the control system, finally pull out the ignition key for the safe purpose. In addition, choose a place suitable to keeping the motorcycle for a long period. When you want to use the motorcycle again, you should check it thoroughly to make sure the performance of all parts is well.

Fuel

The fuel in the oil tank should be drained out before storage. The gasoline used for the motorcycle is flammable, and may even cause explosion in certain conditions. Therefore, never allow the motorcycle close to fire source, and do not park it in the place where flammable materials (such as grain, coal and cotton) are kept. Once the fuel in the motorcycle contact the open fire, it may lead to fire disaster.

Battery

If the motorcycle is not ridden for a long time, remove the battery from the motorcycle, charge the battery up sufficiently, and then put it in a place away from children.

In summer, the battery should be charged once a month, but once two months in winter. If the battery attached to the motorcycle is not used temporarily, it requires to be charged once a month.

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Tires

Pump the tires up to the normal pressure value. The outer appearance of tires should be kept clean, and not be exposed to sunlight for long time and protected from moisture. Keep the tires away from acid, alkali and oil so as to avoid corrosion.

Procedures of Returning Service

1. Clean the whole motorcycle.
2. Remove the spark plug, push down the foot starting rod and let the engine rotate for a while, then install the park plug.
3. Reinstall the battery.

Note: Make sure that the battery should be first connected to the positive end, then to the negative end.

4. Adjust the air pressure of tires according to the relevant instruction of this manual.
5. Lubricate the required parts as instructed in this manual.
6. Before you ride your motorcycle, first check it in accordance with this manua.l

Parameters list

Dimension parameters

Overall dimension

length x Width x Height(inch/mm) 86.6 36.6 46.5 (2200 830 1180)
Wheel base (inch/mm) 57.1 (1405)
Minimum ground clearance(inch/mm) 10.6 (270)
Castor angle 27
Steering turning angle (left, right) 48 / 48
Minimum turning diameter (inch/mm) 21 2.6 (5400)

Quality Parameter

Dry weight (include oil and fuel) (lb/kg) 271.2(123)
Maximum load quality(lb/kg) 330.8(150)
Fuel tank capacity (G/L) 2.8(10.6)

Engine

Type Single cylinder, 4-stroke, air cooled
Bore x stroke (mm) 66 58.2
Piston swept volume(ml) 199
Compression ratio 9.4:1

Max. power[Kw/(rpm)] 11.5/8000
Rated power [kw/(rpm)] 10.5/7500
Max. torque[Nm/(rpm)] 14.5/8500
Min. fuel consumption (g/kw.h) 354
Min. idle stable rotary speed (rpm) 1500 100
Starting type Electric start
Lubrication type Pressure and spraying lubrication
Lubricant type SAE 10W/50
Fuel type > 90 gasoline #
Air filter type Polyurethane foam plastic type

Transmission System

Clutch Wet multiple
Primary reduction ratio 3.158
Final reduction ratio 3.000

Gear ratio

1st gear 3.000	2nd gear 1.933	3rd gear 1.438
4th gear 1.095	5th gear 0.913	

Wheels and Brakes

Front wheel tire 110 /70/17
Rear wheel tire 130/70/17
Air pressure of front wheel (psi/kpa) 33(225)
Air pressure of rear wheel (psi/kpa) 33(225)
Front brake disc type
Rear brake Drum

Shock Absorber

Front shock absorber Spring oil damper
Rear shock absorber Spring oil and Gas damper

Electrical System

Spark plug NGK D8RTC
Headlamp 12V 35W/35 W
Turning lamp 12V 10W
Tail lamp/stop lamp 12V 21/5W
Instrument indicating lamp 12V 2W
Battery 12V 9Ah
Horn 12V 105 dB (A)

Performance of Motorcycle

Braking distance(30 km/h)m	7
Max. noise dB (A)	80
Max. speed (mph/kph)	60(96)
Climbing ability	22
Economic oil consumption (G/Mile)	1.9
Min. stable speed (mph/kph)	15.6(25)
Gliding distance(m)	200
Starting acceleration time (s)	15
Exceeding acceleration time (s)	14

Wiring Diagram

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MAINTENANCE RECORDS ＊This bike's traveled mileage is Kilometers. ＊					
Times	Date	Mileage(km)	Items Maintained		Dealer
1	M D Y	500	Oil		
2	M D Y	1000	Oil / Filter All nuts		
3	M D Y	2000	Oil		
4	M D Y	3000	Oil / Filter		
5	M D Y	4000	Oil		
6	M D Y	5000	Oil / Filter Air Filter		
7	M D Y	6000	Oil		
8	M D Y	7000	Oil / Filter		
9	M D Y	8000	Oil		
10	M D Y	9000	Oil / Filter		

MAINTENCE RECORDS ＊This bike's traveled mileage is Kilometers. ＊					
Times	Date	Mileage(km)	Items Maintained		Dealer
11	M D Y	10000	Oil / Air Cleaner Spark plug / Brake fluid		
12	M D Y				
13	M D Y				
14	M D Y				
15	M D Y				
16	M D Y				
17	M D Y				
18	M D Y				
19	M D Y				
20	M D Y				